(3) Subject to availability of land the apron at Pune airport will be extended at a cost of Rs. 2.50 crores.

(4) Projects at Planning Stage include the New Domestic Terminal Complex i Phase II, construction of flyover, provision of Aerobridges and export cargo complex at Mumbai airport. The estimated cost is around Rs. 263.36 crores. Testing of the equipment for commissioning the new Air Traffic Control System installed at Mumbai at an estimated cost of Rs. 212 crores is in progress. This system is expected to be commissioned by May, 1999.

(c) A Committee has been set up by Central Government to study the need for a second airport at Mumbai and identify the location of a suitable site and the division of traffic between the existing and proposed airport.

(d) No Airlines have projected their requirement for International operations through Nagpur Airport. The passenger traffic forecasts also do not warrant starting International operations through this airport. However, the airport is capable of handling limited International Charter flights, should there be a demand for the same.

(e) Allocation of funds for projects in Maharashtra for 1999-2000 airport-wise is Rs. 2.30 crores for Nagpur, Rs. 10 lakhs for Aurangabad, Rs. 1 lakh for Pune and Rs. 42.65 crores for Mumbai airport.

Restructuring of Boards of Directors of AI and IA

2172. SHRI SANTOSH BAGRODIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have sacked and/or restructured Air India and Indian Airlines Boards;

(b) if so, what prompted Government to take such drastic steps; and

(c) how it is going to help the efficient working of the Indian Airlines and Air India?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) In order to facilitate focused attention on the specific issues to be tackled by the two airlines individually and with a view to send the right signals to potential investors in the restructuring/ disinvestment process envisaged, the Government have, after giving the Matter a deep thought, decided on the constitution of two separate dedicated Boards for the two airlines as the first step. Accordingly two separate Boards have been constituted with effect from 12.12.1998. It has also been decided to induct four functional directors each in the respective Boards.

(c) Both the Airlines have their own distinct organizational, operational and functional ethos. They face distinctly different market environments as also financial and operational problems. The deci-

Procurement of Category-Ill Instrument Landing System

2173. SHRI BANGARU LAXMAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to procure a category-Ill Instrument Landing System from the US to enable aircraft to land in Zero visibility conditions; and

(b) if so, the details thereof and by when such a system is likely to be installed at the main airports like Delhi, Hyderabad, Mumbai and Chennai?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The equipment for Category-III Instrument Landing System (ILS) has already been installed at Runway 28 of IGI Airport New Delhi. However, it is at present being operated for precision Category-II approach . landing since the associated lighting at

IGI Airport are only of Category-II standard. Airports Authority of India has taken up the work of upgradation of the lighting systems at IGI Airport from Category-II to Categroy-III so that Category-Ill approach and landing is available at IGI Airport by November, 1999. There is no proposal to instal Category III ILS at Hyderabad, Mumbai and Chennai airports, as the same is not warranted by the visibility and weather conditions at these airports.

Transfer of Profitable Routes By IA to AI

2174. SHRI GAYA SINGH:
SHRI J. CHITHARANJAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry has any plan to hand-over some of the profitable routes at present run by the Indian Airlines to Air India; and

(b) if so, the details thereof and the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) At present there are no such plans.

निजी एअरलाइनों को बंद किया जाना

2175. **श्री रामदास अग्रवाल** :

श्री दिलीप सिहं जूदेव :

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि **:**

(क) उन निजी एअरलाइन संचालाकों की संख्या कितनी है जिन्होनें पिछले तीन वर्षों के दौरान अपना कार्य-व्यापार बदं कर दिया है ।

(ख) उनके नाम क्या-क्या है और इसके क्या कारण है,

(ग) पिछले तीन वर्षों के दौरान आज तक उनकी ओर (एअरलाइन-वार) कितनी धनराशि बकाया है, और

(घ) क्या ऐसे एअरलाइनों, जिन्होनें बकाया धनराशि का भुगतान अभी तक नहीं किया है, के विरूद्ध बकाया की वसूली के लिए कोई काग्रवाही शुरू की गई है, यदि हां, तो उसके क्या परिणाम निकले हैं ?

नागर विमानन मंत्री (श्री अंनत कुमार) : (क) और (ख) चाल निजी एयरलाइनों अर्थात मैर्स्स् ईस्ट वेस्ट एयरलाइन्स, मैसर्स मोदीलुफ्त, मैसर्स एन.ई.पी. सी. एयरलाइंस तथा मैसर्स स्काइलाइन एन.ई.पी.सी. लिमिटेड पहले की मैसर्स दमानिया एयरवेज ने विमान की अनुउपलब्धता तथा प्रचानलों की अव्यवहार्यता सहित विभिन्न कारणों से पअने प्रचालन बंद कर दिए हैं । उनका प्रचालन परमिट अब वैध नहीं है ।

(ग) तेल कंपनियों द्वारा सप्लाई किए गए विमान टरबाईन ईंधन, विमानपत्तन प्रभार तथा अंतर्देशीय विमान यात्रा कर के रूप में इन प्रचालकों की ओर बकाया राशि के ब्यौरे विवरण में दिये गए हैं । (नीचे देखिए)

(घ) तेल कंपनियों ने निजी एयरलाइनों से बकाया की वसूलियों के लिए कानूनी कार्यवाही आंरभ की है । 1.4.1997 से विमानन टरबाईन ईंधन की सप्लाई के लिए किसी उधार सुविधा की अनुमति नहीं दी जा रही है । भारतीय विमानपत्तन प्राधिकरण द्वारा देयताओं की वसूली के लिए सभी प्रयास किए जा रहें हैं । चूककत्ार एयरलाइनों की देयताओं की क्लीयर करने के लिए नियमित रूप से याद दिलाया जाता है । बकाया राशि को न चुकाने जाने की स्थिति में उनकी प्रतिभूति जमा को देयताओं के तहत सामंजित किया जाता है । कुछ मामलों में उधार सुविधा भी वापस ले ली गई हैं । अंतराष्ट्रीय यात्रा कर की वसूली के लिए अतंराष्ट्रीय विमान यात्रा कर के भुगतान मे चूककर्ता एयरलाइनों के विरूद्ध नियमनानुसार कार्रवाई की जाती है । पिछले कुछ समय में अंतराष्ट्रीय विमान यात्रा कर की देयताओं की वसूली के लिए विमानों को भी रोके रखा गया है ।